

Honolulu Star-Bulletin

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EDITOR

FRIDAY, JANUARY 16, 1914

JAPANESE RELIEF FUND

The Star-Bulletin will gladly receive such contributions as may be made to a relief fund for the Japanese sufferers in the Kagoshima district, and will transmit the contributions to the individuals or committee named to take charge of the fund.

REGULATING THE AUTO

Official regulation can quite easily be carried to the point of absurdity by those lacking perspective and humor.

Some of the measures proposed for regulating traffic in Honolulu, especially automobile traffic, are not far from absurd and one of them is the plan to make all autos, under all circumstances, come to a full stop when abreast of a standing street-car.

A communication in this morning's paper from an auto-owner and driver is logical and right to the point. There should be reason in all things. On the narrow and congested streets it is not out of place to enforce the full-stop plan, but on broad suburban roads there is no need for it.

A little investigation of the traffic ordinances in other cities would be of value to those interested in Honolulu's traffic problem. Here are a few typical examples:

In Chicago—

"The driver of a vehicle overtaking a street-car shall exercise the greatest care in passing not to interfere with or injure passengers who may board or alight from said cars."

In New York—

"In overtaking or meeting a street passenger car which has been stopped for the purpose of receiving or discharging a passenger or passengers, no such vehicle aforesaid shall pass or approach within eight feet of said street-car so long as the same is stopped and remains standing for the purpose aforesaid."

In St. Paul a full stop of all vehicles is required at least ten feet behind street-cars stopped for passengers. This applies to the area where the traffic is busy.

Since Chicago's ordinance, mentioned above, was passed, a series of experiments showed that a change was advisable and a provision is now favored by Mayor Harrison which requires "that a space of at least eight feet shall be preserved at all times between a street passenger car which has been stopped to receive or discharge passengers, and any vehicle. If the space of eight feet cannot be preserved, the vehicle must be brought to a full stop."

In various cities the distances that vehicles must keep away from a car stopping for passengers varies from four to twenty feet.

Such are typical ordinances in American cities. Reinforcing the "full-stop" or "semi-stop" provisions are other sections requiring vehicles, particularly autos, to move at a very slow pace while passing street-cars; sections giving right-of-way to pedestrians on street-crossings except for periodical movement of vehicular traffic; sections requiring that autos and other vehicles shall not follow one another in quick succession except at a slow pace and with five to twenty feet between the front of one vehicle and the rear of the next preceding.

There is no reason why Honolulu cannot work out a reasonable traffic law, one that will safeguard both the pedestrian and the vehicle. The "full-stop" ordinance is not practicable if applied throughout the city and under all conditions. What is needed is a provision that will require autos and other vehicles to travel at a particularly slow rate when passing street-cars stopped for passengers, which will require vehicles to stay safely away (perhaps ten feet) from street-cars or else come to a stop, which will prevent a string of autos from facing along thickly-populated streets and past cars from which people are attempting to alight or which they are attempting to board.

The reputable auto-owners can do much to eliminate the dangerous driver, but the police and the police court can do infinitely more. In Germany, according to recently-gathered statistics, there were about 1500 people killed during the last six-year period by autos and motorcycles. In the United States more than twice that number were killed in the last year alone. Germany has made a remarkably effective study of vehicle traffic and its regulation and the splendid record set by the empire is due, according to the American Statistical Association, to an enforcement of the law that means something. The Association's report for September, 1913, says: "The certainty of accountability, and the knowledge that punishment will be swift and sure for disregard of the law must act as a powerful deterrent and for the good use of the streets and roads of Germany."

TRAINING THE YOUNG WOMAN

All are agreed that young women should be trained in producing articles of diet, dress and home decoration; but we have not been quite so quick to see the importance of training in spending. Our women do the greater part of the household buying, and they have to do it without any training. Perhaps this is the most difficult matter that has to be adjusted in beginning married life.

In schools and homes of Britain, Belgium, France and Switzerland, this training for scientific household expenditure is given to the young women. It results in greater happiness and efficiency in the home.

One of our greatest needs is the formation of a family financial consciousness. Girls should be trained to make up a just and well-balanced family budget. This training should reconcile their views and wishes with the condition of the home resources. Foreign girls are trained to apportion the family income among the various necessities, to purchase the most suitable articles in the different classes, and to get a dollar's worth for a dollar.

The result of this training is ability to recognize and choose the necessities before the luxuries, and to stay within the allowance. The girls dress more simply and suitably, and the glaring defects in costume too frequently seen in our country are not often seen abroad. The same principle determines the table supplies and the home decorations.

Another result of this training in economical expenditure is its tendency to foster a spirit of true democracy. The daughter of the richest and most aristocratic people takes her place beside the daughter of the poor, wearing the same cap and apron and producing the same articles of dress and diet. She may be called later to preside over a more pretentious home, but the use of similar home equipment and material is still an equalizing factor.

Again this training in values gives the young woman a highly developed ethical sense. She learns to obey as a step in learning to command, and she yields obedience with the same show of respect that she will require in others. In these things she learns to distinguish between the essentials and incidentals, and to discern the degree of respect with which her commands are obeyed.

The difference in training between the foreign girls and ours may be indicated by the difference in the terms we use to designate the kind of training: We teach our girls domestic science and art; foreigners teach their house-craft.

—Contributed.

"SANE REFORM"

"Sane reform is reform which reforms so sanely and intelligently that the thing reformed is precisely the same afterward that it was before," says a San Francisco editor. And this is the kind of reform that appeals to the smug and self-satisfied. But the man who sees the evils that need correction knows that they cannot be eradicated by mere complacent talk. Methods that sting and bite are often needed. They are unpleasant medicine, sometimes they disturb the comfort of the community, but they are effective.

That "poison list" adopted by the board of health yesterday did not include booze, but booze has killed a good many more people in this city than all the other poisons put together.

Maui pineapple-growers are faced with the problem of disposing of an unexpectedly large crop. That isn't so bad as having no crop to dispose of whatever.

An electric elevator is now proposed for the capital building. An easy way to make it pay for itself would be to collect fares from the job-chasers.

Probably that strike at Kimberley will furnish an excuse for another rise in the price of diamonds.

Thousands of eggs are being imported from China and not of the china variety either.

The community is still waiting for the mayor to name that civil service commission.

Street traffic regulations should also include the perambulator.

"Lind Will Confer with President—Will Give No Quarter." How penurious!

Letters of TIMELY TOPICS

[The Star-Bulletin invites free and frank discussion in this column on all legitimate subjects of current interest. Communications are constantly received to which no signature is attached. This paper will treat as confidential signatures to letters if the writers so desire, but cannot give space to anonymous communications.]

COASTWISE SHIPPING LAWS—ANOTHER INSTALLMENT.

Honolulu, January 15, 1914.
Editor, Honolulu Star-Bulletin.
Sir: Again we hear from Maxim on coastwise shipping, and although he writes very authoritatively on the financial depression all over the mainland, as he would lead us to think, yet he seems to have an idea that Honolulu is the only port in the world, and all that appears to bother him is that unless we "hang on like a bull" to our coastwise laws our harbor will be swarmed with all the ships of the world, that this place will become poverty stricken, disease-ridden, and all that. What is the matter with the health department, and have we not learned anything about taking care of the sick? I don't think Maxim feels sure that too many ship owners will be looking for business here. We are not the only people in the world and the problem is where can we get ships enough? Navigation laws of some other countries are more liberal than ours and their shipping business is a very profitable industry. Up to 1908 England did not subsidize as much as one-fifth of her merchant marine and it would be hard to find any considerable port in the world without a British ship. Why not have good navigation laws? If we can not render the service the American people want why act the "dog in the manger" and tell them that unless they patronize inferior service they will see that the government prohibits the free use of foreign ships? Is not that restraining trade? Should we be compelled to make terms with our enemies? Are those who conspire to defraud the American people by charging very high freight and passenger rates worthy of our support?

It will be well to remind Maxim that he is a little off in his American history. I do not like to get into partisan political discussions in writing, but Maxim might easily find out that our three great panics occurred during periods of high tariffs. No Democratic party was in power during the panic of 1873. The panic of 1893 started in July of that year, four months after the inauguration of President Cleveland. Congress did not meet until December, 1893, and the Wilson bill passed in 1894, a year after the panic. We were working under the McKinley high tariff of the former Harrison administration and there was no congressional legislation going on at all. The panic of 1907 occurred under the Dingley high tariff law, under a united favorable high tariff administration. The history of our country shows only bursts of prosperity for comparatively short periods during high tariff times and that our so-called "protection" has been successful in creating a few millionaires and charitable organizations and poorhouses and the like and steady and regular employment taking care of the more unfortunate that made the millionaires. Of course, millionaires are victims of circumstances like the rest of us, but they suffer differently. We make the laws and the game is played according to the rule. Maxim might not know that the failures are about 95 per cent and that we hear more about them only when our capitalists of industry are dissatisfied if the people resolve to have a new deal.

It does seem strange to advance that consumers are producers, but the law of demand causes the supply, and what the consumers will not consume will not be produced to an alarming extent. Maxim looks at things through the wrong side of the glass when he states that the steamship companies made these islands by spending "millions on vessels." The fact is the opposite—the producers on these islands and the consumers on these islands and the producers on the mainland made these islands what they are and caused the millions to be spent on ships. Only for us there would be no need of the ships and none would be built. Maxim might now realize that we are not only producers of sugar, but we also produced ships and are maintaining them and that we are not getting any charity from navigation companies, but employing them to serve us, only our laws prohibit our employing as many companies as we like.

If meat is no lower in price, butter from New Zealand is 35 cents per pound and cheaper than formerly. Conditions are not quite natural on these islands and local artificial conditions might be taken care of later by

anti-trust legislation. However, if meat, and the cost of living rose 200 per cent under free trade that would be no justification for dishonest legislation. During the Spanish-American war our commerce was swept from the Atlantic Ocean and the only four American liners we had from New York to Southampton were taken out of the merchant business and impressed into naval service, and so far as American merchant marine are concerned, we were "bottled up" tight, and foreign ships had the protection of other governments and were safe from Spanish attack when taking care of our exports and imports.

I trust this will satisfy Maxim that "foreign money kings" will be good servants if they render satisfactory service.

FAIR PLAY.

RUNNER CHALLENGES

Company M, 25th U. S. Infantry,
Schofield Barracks, H. T.,
January 15th, 1914.
Sporting Editor Star-Bulletin.
Sir:—Will you please publish the following challenge in the sporting columns of your paper, and oblige:
I hereby challenge anyone on the island for one-mile run; race to take place in Honolulu on or about February 22nd, 1914 (during Carnival Week), for any amount of money as side bet.

Thanking you, very respectfully,
HARPER BREWER,
Company M, 25th Infantry.

DOES THE DEPARTMENT IN-DORSE IT?

Editor Honolulu Star-Bulletin.
Sir: Following up Dr. Wilcox's very able and timely article in your paper recently on the subject of eugenics, I would like to ask some questions about a publication called the Hawaii Educational Review. I would like to know when, if ever, the people of Hawaii or their representatives decided that eugenics in its most absurd and repulsive form was a doctrine to be taught by the department of public instruction. In the monthly sheet referred to, published, as it says, "by the Department of Public Instruction and the Extension Department of the College of Hawaii," and given the widest kind of circulation among parents and children, is appearing a series of articles of a most outrageous character. I would like to cite a few extracts.

Introducing an argument for the elimination of the unfit, there is the following:
"Who are the Unfit?
"As used by eugenicists, at the present time, the Unfit are those men and women who are incapable of providing themselves with food and shelter under favorable conditions."

"For further definition, study the chart below, and look about you."
This preposterous definition leads to appalling conclusions. It makes a successful robber quite as fit as Andrew Carnegie (!), calls the parents of Abraham Lincoln unfit and in the invitation to "look about you" invites us all, children included, to size one another up with a view to judging fitness for parentage apparently solely by a standard of wealth.

The article is by a professor in a local school, supposedly Christian. With all the power of one-sided statistics, he cites the worn-out Jukes argument with more than an intimation that all would have been very fine if the mother "had died before she became a mother." Are we prepared to have our children taught to "look about them" and apply this monstrous doctrine?

Here are some more statements from this article circulated by our schools and among our schools:

"The most intelligent fathers and mothers of today—those who feel the responsibility of bringing consciousness to human flesh, are limiting the number of children in their families."

"Only the Unfit reproduce their kind without limit. And they do this simply because they lack the intelligence to feel their responsibility."

The question is, who gave the department of public instruction of the territory of Hawaii authority to teach this kind of stuff? There is a lot more of it. Read this:

"There never was a family line so strong but that at some time in its history, in some way, individual members became degenerate. And what has come to individuals of other lines will come to your line, to my line."

"Which kind of elimination for these unfortunate ones of your line do you prefer—elimination by science, or by natural laws? There is no escape from a choice. Which shall it be?"

Of course, the first part of this refutes the general argument of the eugenicist, for naturally the reverse must be true: "There never was a family line so weak but that at one time in its history, in some way, in-

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individual members became strong." the Prodigal Son is no longer to return and say, "Father, I have sinned." Quite the reverse. He should hasten indignantly home with his crimes on his head and angrily reproach his father.

FILIPUS TERRAE.

Honolulu, Jan. 14.

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